

RFC Dallas Flying Club

Volume 3, Issue 1

April, 2003

RFC DALLAS - MONTHLY MEETING

RFC DALLAS MEETINGS ARE THE 3RD TUESDAY OF THE MONTH. THE NEXT MEETING WILL BE TUESDAY, APRIL 15TH AT 7:30 P.M. AT THE ADDISON AIRPORT FIRE STATION. NOMINATION AND ELECTION OF THREE (3) MEMBERS OF THE BOARD OF DIRECTORS WILL BE PART OF THE ORDER OF BUSINESS.

WE ALSO HAVE OUTDOOR SOCIAL EVENTS FOR MEMBERS TO MEET AND TALK ABOUT FLYING.

PLAN TO ATTEND OUR SPRING COOKOUT SCHEDULED FOR SATURDAY, APRIL 26TH AT DAVID SICILIANO'S HANGAR FROM 3-6 P.M. THE CLUB WILL PROVIDE HAMBURGERS, HOTDOGS, & SOFT DRINKS. BRING A CHAIR. ITS NOT REQUIRED, BUT IF YOU WANT, FEEL FREE TO BRING AN OPEN DISH OF FOOD.

ON SATURDAY, MAY 17, WE ARE PLANNING AN "ADVENTURE TO ADA". THE PLAN IS TO GATHER RFC MEMBERS FOR A FLIGHT TO VISIT THE GAMI ENGINEERS IN ADA. ARRIVING AT 10A.M. FOR PRESENTATION OF VARIOUS ENGINE DEMOS AND DISCUSSION OF ITEMS OFFERED AND IN DEVELOPMENT. PLAN ON RETURNING AFTER LUNCH. MARK YOUR CALENDARS FOR A MOST INTERESTING EVENT!

IF YOU WOULD LIKE TO ATTEND, PLEASE E-MAIL DAVE SICILIANO SO PLANES MAY BE RESERVED AND RIDES COORDINATED AT DSICILIANO2@SBCGLOBAL.NET



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SUPPORT OUR TROOPS.

We normally have a graphic of a Bonanza on this page, but with the War in Iraq underway, perhaps a reminder of why our Troops are fighting and dying is in order. There are many ways to show support. For those who would like a simple method of writing a note of appreciation, the following website makes that easy to do:

www.lettersfromaggieland.org You don't have to be an Aggie to write!

President's Report

John Rousseau - RFC Dallas President

Notice of Annual Meeting and Elections

The terms of three members of your Board of Directors, Jim Marberry, Tom Taylor and John Rousseau, will expire after the conclusion of the Club's Annual Meeting that will occur at the April general membership meeting. A nominating committee headed by Norwood Band has been appointed and, at the April general membership meeting, the nominating committee shall present a list of nominees to the members present, and shall also accept nominations from the floor. Pursuant to the Club's Bylaws, if, at the conclusion of floor nominations, the number of nominees equals the number of director positions to be filled, the nominees shall be declared elected; otherwise, written ballots shall be mailed to every full member on active status. In either event, the term of office of the elected candidates shall commence the day after the Annual Meeting. At the next following meeting of the newly constituted Board of Directors, the Board of Directors shall appoint the Club's officers for the following year. If you are interested in serving on the Board of Directors, please contact Norwood Band.

Newsletter News

Please welcome and get ready to help Al Benzing in his new role as your Newsletter Editor. We had a need for a new editor and, in true RFC tradition, Al volunteered. Now it's time for you to do your part; the next time you take a trip (short or long), write an article (again, either short or long) about your trip and submit it to Al at albenzing@compuserve.com. Other members always want to know about where to find cheap fuel (e.g., Sherman Municipal) or good food (Cedar Mills); let us in on your favorite places to stop. Our thanks go out to Richard Brown who has been our Newsletter Editor for the last couple of years; Richard has taken a contract position in Scotland; we wish him well and thank him for the excellent editions of the Newsletter he produced.

David Bott

We are saddened to report the death of David Bott, a longtime club member. David died suddenly of a brain aneurysm in December 2002. According to David's widow, Carese, David had "a real passion for flying."

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Treasurer's Report

For January, February & March 2003

Jim Marberry - RFC Dallas Treasurer

Membership

Our active membership has fluctuated in the low 80s since the first of the year. With five terminations recently, we are back down to 80 active members at the present time. A level of 85 or more is better for maintaining our operations and covering our fixed costs. Experience shows that we will always have people leaving the Club for various reasons, so attracting new members is a continuing need. Each of us can help the Club, and thus ourselves, by showing other pilots the benefits of being a member of the Club. As you know, we offer access to high-performance airplanes with lesser requirements than are available at most places. Spread the word, and help us help you to keep our costs down. If anyone who is not a pilot expresses an interest in learning, we have a good cadre of instructors ready to help them learn.

Flying

Low ceilings and other foul weather reduced our flying in February, but the numbers jumped almost to summertime levels in March. The distribution among the five planes was very good in March as well. This level of activity is beneficial for maintaining a good financial condition for the Club.

Hours

Airplane	January	February	March
4416W	52.2	32.5	49.2
903V	33.3	26.5	42.3
5893J	39.0	30.1	34.2
4746L	14.3	19.6	26.5
7592V	11.4	17.5	44.1
Totals	150.2	126.2	196.3

The level of oil usage in a few planes has been a little high recently, and we are doing more to monitor it. You can help by being sure to record any additions you make on the oil sheet. Help us keep good records so we know when a problem with a particular plane is developing. Recording the info as a part of your preflight rather than waiting to the end of the flight will probably work best.

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Is Everything Done?

Do you use a post-flight checklist? If not, perhaps you should. Twice last month the Master Switch was left in the "on" position in the Cherokee meaning the next pilot was faced with a dead battery. While the use of a post-flight checklist should have prevented this from happening, all members should also consider always leaving the rotating beacon in the "on" position; that way, it'll be apparent when you get out of the aircraft if you've left the Master Switch in the "on" position.

Belt Tightening – Keeping Your Account Current

In an effort to encourage our members to keep their accounts current, the Board of Directors has decided to implement the following program:

1. If a member's account is past due in the amount of \$500 or more at the close of any billing period (a "delinquent member"), then the Treasurer shall (i) place the delinquent member on "**suspended status**" (pursuant to Section 2.3 of the Club's Bylaws, a member on suspended status is "temporarily denied all privileges and benefits of membership in the Club"), (ii) notify the delinquent member that (a) his/her account is delinquent, (b) he/she has been placed on suspended status and (c) he/she has ten (10) days to pay the past-due amount. If the delinquent member pays the past-due amount within said ten (10) day period, then the member will be returned to active status without penalty. However, if the delinquent member fails to pay the past-due amount within said ten (10) day period, then (i) the delinquent member shall remain on suspended status until the delinquent member has paid-in-full all past-due amounts and (ii) for a period of one (1) year thereafter, such member shall be required to prepay the Treasurer for all flying. A member on "suspended status" is not permitted to fly Club aircraft and shall be denied access to the Club's reservation system.

Oil Usage

Airplane	January	February	March
4416W	8	3	4
903V	6	2	5
5893J	6	1	9
4746L	1	2	3
7592V	4	5	13

Financial Status

The increase in the dues rate is having the desired effect on net worth, but flying more actively is even more beneficial. It will take time to recover from the damage events of last year. Continue to be careful with baggage, passengers and airplane movements so we can get back where we need to be. Net worth increased in January, declined with February's lower level of flight activity and increased nicely in March. At the end of March our net worth was \$1,609, up from \$265 the previous month. Keep flying!

Our cash flow position is stable. I mark it by the funds in the checking account after paying Million Air for our fuel purchases. The range over the past four months has been about \$4800 to \$7100. The payments you make before the 15th or 20th help keep this level satisfactory. For your information, historically we've paid Million Air from \$2500 to \$3 000 a month, but our bill for March was \$4,200, a result of our higher flying and their price increase on December 1 last year.

The need for each of you to keep your account current will be a subject to be discussed in the meetings and the newsletter. You get to "Fly now and pay later" in the club, but it's not too much later that the statement for that flying will be coming to you! ❖

Belt Tightening - Continued

2. New members (i.e., members that join the Club in the future) will be required during the first year of their membership to prepay any flying that would cause the new member's bill to exceed the amount of the new member's deposit (i.e., \$500). Any new member who fails to comply with this requirement shall be deemed to be a "delinquent member" and shall be subject to the provisions of paragraph 1 above.

RESERVATION SYSTEM SHORT CUTS

By Tom Taylor

The reservation system that RFC Dallas uses is a rather old DOS based system, which runs on a "486 processor". The software was bought from Wilder Engineering in California. Although the system is old, it has been successfully scheduling our reservations since 1995, so no upgrades are planned. (If it ain't broke, don't fix it.)

For your convenience, here are a few short cuts which will help in the scheduling of aircraft.

The # key is essential to using the short cuts.

1. To access a certain aircraft, enter the last 2 characters of the aircraft's call sign, then the # key.
Ex: For Cardinal N7592V, when the system asks for the aircraft to check, enter "28 #" (V – is the number 8 on the phone)
2. The system "remembers" the last aircraft you checked on, so when asked for the aircraft number, simply push the # key if you want to access the same aircraft.
3. The # key substitutes for the current date, i.e." Today's date"
4. Once you have entered a start date, if the end date is the same date, just push # when prompted for the end date.
5. For the beginning reservation time, # will enter the current time.
6. The system default flight time is 2 hours (you can change this time for your account).

If you want to use your default time to schedule a flight, after you have been prompted and entered the start time, entering # will advance the end time by 2 hours (or your default time).

I have sometimes called and found a member with back-to-back reservations. Once you are on the system, no one else can call in, so you can cancel a reservation to then "re-reserve" the plane for an extended time. In other words, schedule N1234 for Friday from 8 am until 3 pm. Plans change and the plane is needed until 10 pm on Friday. Once on the reservation system cancel the 8 – 3 flight, then add the 8 – 10 flight. Remember, you are only allowed 3 future reservations.

When backing up the system or doing other maintenance, I must shut the system down. I usually will connect a voice phone to the reservation number so that I can let the caller know how long it will be until the system is back up. As an aside, I have to call to make reservations, just as other Club members.

Remember, we are a club and should be conscience of other members wanting to fly, so please, cancel any unused reservations. If you get in earlier than planned, cancel the balance of your reservation!

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Insurance

Steve Caruso - Operations Officer

RFC's insurance is up for renewal, expiring 7/3/03. Please complete your pilot insurance update form, which will be included with your April statement and send it in as soon as possible. Members insurance update forms are entered into a database. The database list is one of the first items that an insurance company wants to review before providing the club with an insurance quote. Last year, the Club paid approximately \$43,375 to insure its members in Club aircraft. The insurance policy entitled each member to \$1,000,000 combined single limit bodily injury and property damage for each occurrence with the passenger liability limited to \$100,000 for each person/\$300,000 each occurrence. The policy currently has a \$2,000 deductible.

Members are reminded that they are personally responsible for any damage to Club aircraft, up to \$2,000.00. For example, if there is a bird strike, resulting in \$1,500.00 damage, insurance will not cover the damage and the flying Club member will have to pay \$1,500.00 to repair the plane. Whoever is flying the Club plane, basically assumes the risk of having to pay up to \$2,000.00 if the plane is damaged, regardless of how the damage occurred. A member can purchase additional insurance, from another company, to cover the cost of the deductible, if he so chooses. ❖

BAHAMAS BONANZA

Like most of us pilots, I fly to go places. The excitement and romance of flying to new unexplored ports-of-call is both exhilarating and challenging. The empowerment that we pilot's possess to spontaneously fly our family and friends wonderful places of our own choosing, is truly remarkable. It is a freedom that few people enjoy.

I first became fixated, on flying to the Bahamas back in 1997. I bought a copy of "Bahamas & Caribbean Pilots Guide" at a south Florida FBO, where the islands are as close as Waco is to Dallas. Since 1997, the guide has remained on my nightstand where I could peruse it before dozing off to dreamland.

The cover of the guide had a surreal aerial photo of a plane on its descent into Norman Cay in the Exumas. It was breathtaking. I finally made a flight to Eleuthera and Staniel Cay in 1999 and again to Staniel Cay and Cat Island in 2001. So when a friend of mine called last week and told me that he had just bought a house on Norman Cay and asked if I would like to go there, it was apparent that the islands would be calling a third time.

We departed ADS Thursday 3/27 at 0615 in the A36. We flew to PFN VFR at 11,500. Flight time was 3 1/2 hours. After topping off and checking weather, we departed for FXE IFR at 7,000, where we had a passenger to pick up before continuing on to the Bahamas. Thunderstorms were rapidly building over central and southwest Florida producing strong southerly headwinds. It's never a good sign when ATC is recommending lunch stops in response to the best recommended route of flight around build-ups. We flew toward JAX then toward FPR then vectoring 15 miles offshore to circumvent weather, then over LNA to FXE. Flight time 3 1/4 hours. A full 1 1/2 hours longer than normal.

International rules dictate that foreign visitors must clear customs in/out of a POE(port of entry). Because there are no customs on tiny Norman Cay and since Macduff's on Norman Cay had no rooms available or dinner reservations, we opted to clear customs and spend the night on Nassau. We departed for Nassau at 1500 local. Flying the 113 radial 160 DME at 5,500 feet. Our one hour DVFR flight took us just north of Bimini into Nassau. The shallow turquoise blue water of the Bahamas heightened my anticipation. After clearing, we took a 20 minute taxi ride to the Atlantis Resort on

Paradise Island. There is a closer airport on Paradise Island that is unfortunately restricted to commercial aircraft only.

Atlantis is truly one of the most opulent and ostentatious structures on earth. A gigantic palace sprawling upward out of the sand. It looks very much out of place. The beach, various pool and waterfall areas seem to go on and on endlessly, punctuated by enormous aquariums filled with manta rays, sharks, and giant grouper among others.

We had a great dinner and drinks that night at the Bahamain Club, then played some cards in the thriving casino before turning in.

After breakfast, we took a cab back to Nassau International. The FBO there, Executive Flight Support, charged us \$10 for overnight parking, which was reasonable, but they wanted to charge a \$40 ramp fee without a fuel purchase. Since fuel was \$3.45 we reluctantly took on 20 gallons. The time was about 12 noon. You are required in Nassau to file a written flight plan prior to taxi, which we did at the FBO to Norman Cay.

I would recommend to all, either departing early morning or late afternoon. Because of all the traffic, we waited 15 minutes for a taxi clearance and held short of the active for an additional 30 minutes by the extremely slow Bahamain tower.

Norman Cay lies 44DME from Nassau on the 126 radial. Norman is the third island down the Exuma chain, and the first with an airstrip. Finally airborne at 3,500 feet the flight took just 20 minutes. She was prettier than her picture, as we circled the island repeatedly camera's snapping. A beautiful Twin Otter on floats was moored off the beach, and a magnificent Turbine Powered Grumman Goose was on short final for 21. The asphalt runway is wide (70 feet), long by island standards (3,000ft.) and in good shape. Ramp parking is right across the runway from MacDuff's.

Norman Cay has had a very colorful past. In the 60's and early 70's, a successful resort was operated on the south end of the island, which presumably built the runway. Then around 1973, a notorious Columbian named Carlos Leder used Norman Cay to traffic cocaine into the U.S. In fact, one of his crashed DC-3's sits visibly in the bay in four feet of water. Some of you might have seen the movie "BLOW" with Johnny Depp, in which Norman Cay is mentioned. Carlos was persuaded to leave in 1982. In 1991, Ohio native and fellow A36 owner, Dale

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Harshbarger came to Norman and began to build his little paradise called MacDuff's.

MacDuff's has four air-conditioned rooms available for rent right on the beach. Each Villa is beautifully decorated in island décor with a full kitchen and sitting room. The bar and restaurant are small and cozy, catering to pilots and sailors. In the bar, Dale has converted a weed-eater into a gas-powered blender, which I first saw at Oshkosh last year. Quite a party starter. Dale's wife Cat is a wonderful cook, and the service is excellent. It is easy to see why this is becoming one of the most popular lunch and dinner stops in the islands. Lunch is served from 12-3 and Dinner from 6-8. Be sure to have dinner reservations, at which time you select your entrée.

My friend's house is located on the opposite side of Norman about 4 miles North. After many trials and tribulations, we succeeded in getting an old rusted-out Jeep Cherokee running, and drove up to the house. The house sits on one of the prettiest white sand beaches that I have ever seen. The white sand is very fine and soft. The water is as clear and blue as it gets. The house needs a lot of renovation, which will take place over the next few months, so we were relieved when MacDuff's could accommodate us for Saturday night in air-conditioned bug free comfort.

We departed Sunday morning, after a brief rain shower. Dale was kind enough to print out Duats for us. We flew the 56 miles direct to uncontrolled Andros Town, to clear out. This is highly recommended. We paid our \$15/person departure tax and were on our way in 10 minutes. This is the only fee we paid in the Bahamas, other than the \$10 tie-down in Nassau. Additionally, no time was wasted waiting for taxi and take-off as in Nassau.

Once airborne at 6,500, we again filed DVFR with Miami Radio back to FXE, and told them to alert customs of our arrival. Upon arrival, U.S. Customs went smoothly. We unloaded our bags which were inspected quickly. Customs handles only one plane at a time, so if there is a plane ahead of you, they will hand you the forms to complete and have you wait outside. The Customs office no longer handles sticker issuance for the current year, so be sure to have it before leaving the U.S.

We had a good lunch at Skytel Coffee Shop on the field before departing Fort Lauderdale. Banyan FBO will let you use their golf carts to get down the ramp to Skytel.

A strong cold front had already worked its way down thru central Florida. We were IFR in IMC at 6,000 thru SRQ then

DVFR at 6,500 on towards Mississippi. The scattered clouds at 6,000 from the high pressure system, made it moderately turbulent below them and smooth above them. Of course, the trade-off for flying higher and smooth air, was increased headwind, and they were 35 knots on the nose. Approximately 3 1/2 flight time.

Refueling at PQL, the final leg to ADS took 3 ¼ hours. This time higher scattered clouds made us go all the way to 10,500 for a smooth ride. As you might expect, this made for even stronger 45 knot headwinds. Too bad we couldn't of been going the other way. Oh well, at least it was smooth. Overall, it took us about one hour longer than usual to get home from FXE.

The pilot's guide has returned to my nightstand for more bedtime reading. If any of you would like to fly to the islands and split some hobbs time, I'm just looking for a reason.

Happy Flying,

Stuart Thompson

Websites: www.bahamas.com
www.sailorgirl.com
www.macduffs.com

Calendar Items

APRIL 2003

Apr 4 - 5 — Galveston, TX. Scholes (GLS). Gulf Coast Wings Weekend. Free aviation safety training, free admission to Lone Star Flight Museum. Discounted fuel and hotel room rates available for participants. For more info or to register visit the Web site. Contact John McCoy, 281/230-5526; [Email](#). [Website](#). Event ID: 3878

Apr 5 — McKinney, TX. McKinney Municipal (TKI). Red Cross M*A*S*H B*A*S*H. Though not billed as a "fly-in" event, this would be a fun trip for pilots in North Texas, Dallas, and vicinity. McKinney Aviation, located at McKinney airport in McKinney, Texas (naturally), will host a M*A*S*H B*A*S*H for the benefit of the American R. Contact Karla Gray, 972-542-5642; [Email](#). Event ID: 3958

Apr 5 - 6 — New Orleans, LA. St. Charles (LS40). Companion Flyer Course. Sponsored by the New Orleans 99s. Contact Susan Coco-Gensheimer, 504/466-3795. Event ID: 4057

Apr 7 — Houston, TX. Houston Hobby Hilton (HOU). Houston Aviation Alliance Monthly Meeting. Gathering of aviation enthusiasts to listen to an aviation speaker. Contact John King, 713.567.5054; [Email](#). [Website](#). Event ID: 3829

Apr 12 — Burnet, TX. Kate Craddock Field/Burnet Municipal (BMQ). 12th Annual Bluebonnet Airshow. CAF Airshow-Tora, 40-50 WWII aircraft, acro acts, CAF PX's, current military aircraft. Contact Col Howard W Martin, CAF, 512/756-2226; [Email](#). Event ID: 3822

Apr 12 — Lockhart, TX. Lockhart Aero/Lockhart Municipal Airport (50R). Fly-in Breakfast & Seminar. Dr. Ted Edwards, Jr., M.D. - FAA Flight Surgeon - Nationally known speaker on health, wellness and nutrition will address the subject of attaining and keeping medicals. Those interested in addressing specific issues should forward them to Cheryl Burr. Contact Cheryl Burrier / Lockhart Aero Operations Manager, 512/376-9608; [Email](#). Event ID: 3770

Apr 12 — San Antonio, TX. San Geronimo (8T8). Young Eagles Flight Rally. Young Eagles rally and pancake breakfast. Contact Jim McIrvin, 210/275-7780; [Email](#). [Website](#). Event ID: 3924

Apr 15 - Addison, TX. RFC Dallas Flying Club monthly meeting at the Addison Airport Fire Station. 7:30PM www.rfcdallas.com

Apr 19 — Amarillo, TX. Tradewind Amarillo (TDW). AYA South Central Region Grumman Fly-In. Lunch. Tour

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Reservations Etiquette

Reserve, Fly, Release

John Rousseau
RFC Dallas President

It seems like not a month goes by that I don't receive the following complaint from a Club Member or one of our Aircraft Owners:

Aircraft (fill in the blank) has been reserved for the whole weekend. On Sunday afternoon, the aircraft is still sitting tied-down at ADS and has not been flown since Friday. To make matters worse, the aircraft is still signed-out in the club's reservation system by the offending Club Member.

While this occasionally may occur because a Club Member's plans have changed and he or she forgot to cancel the reservation, it also sometimes is happening because a few of our fellow Club Members are reserving aircraft for blocks of time. Twice this year, a Club Member has reserved a plane for a block of time over a holiday weekend in contemplation of using the plane once or twice during that block of time. Unfortunately, this meant that aircraft was unavailable for use by any other member during that whole block of time. This practice violates a number of provisions of the Club's Operating Policies and Procedures including:

1. Reservations are to be made exactly for the period required;
2. Each Club Member will, as soon as possible, cancel any reservation which the Club Member will not utilize;
3. Upon completion of a flight, each Club Member shall cancel the remainder of his/her reservation so as to free up the aircraft for use by other Club Members; and
4. Last, but not least, **be courteous to your fellow Club Members.**

While we haven't had to do so in the past, the Board of Directors may impose a number of penalties (some of which can be very costly to the offender) on Club Members who violate the Club's reservation policies. While being a pilot in the Club affords you freedoms you won't find elsewhere, with those freedoms comes the responsibility to utilize them in a responsible manner.

Remember, **reserve** only the time you need; **fly** the time you reserved; and **promptly release** any unused time. ❖

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the second largest canyon in the U.S. RSVP requested. Join the Four Corners and South Central regions in a unique place: Amarillo is the location of the second largest canyon in the United States and home to the Big Texan Steak Ranch.. Contact Tom Jackson Jr., 361/228-9008; [Email](#). [Website](#). Event ID: 3660

Apr 26 - Addison, TX - RFC Dallas Flying Club. Plan to attend our Spring cookout at David Siciliano's hanger from 3-6PM. The Club will provide Hamburgers, Hotdogs & Soft Drinks. Bring a chair. Its required, but feel free to bring a food dish for the table. Join us! www.rfcdallas.com

Apr 26 — Kenedy, TX. Karnes County Airport (2R9). Rotary Fly-In Pancake Breakfast. The Rotary Club of Kenedy, Texas, sponsors this annual event to raise money for local scholarships. Tickets are \$4.00 and the event begins a 7:30 A.M. and ends about 10:30 A.M. The menu includes: pancakes (with hot syrup), scrambled eggs, sausage, and . Contact Ron Hyde, 830/583-9884; [Email](#). [Website](#). Event ID: 3914

Apr 26 — Midland, TX. CAF Headquarters. Seminar Series--The Authors Speak. Distinguished aviation authors Walter Boyne, Barrett Tillman and Eric Hammel discuss writing the history of military aviation. 2 p.m. in the CAF hangar. 915/567-3009. [Website](#). Event ID: 3795

Apr 26 - 27 — Galveston, TX. Scholes Field (GLS). Lone Star Flight Museum Spirit of Flight Air Show. Air show featuring WWII-era aircraft including B-17, B-25, P-47, Corsair, Spitfire and others. USAF Heritage Flight demonstration.. Contact Larry Gregory, (409) 740-7722; [Email](#). [Website](#). Event ID: 3843

Apr 26 - 27 — Nacodoches, TX. Nacodoches Airfield (OCH). East Texas Air Show. Events include WWII airpower demonstration, aerobatics, WWII German glider, and displays from the D-Day museum. Contact Bob Dunn, 936/564-7212. Event ID: 3888

May 2003

May 3 — Granbury, TX. Pecan Plantation (0TX1). Annual EAA Chapter 983 Spring Fly-In. Hamburgers, airplanes, and fun for all.. Contact Dick Jones; [Email](#). [Website](#). Event ID: 3889

May 3 - 4 — Temple, TX. Temple Draughn Miller Airport (TPL). Temple Airshow. Static and aerial displays. Military demonstrations, food, booths, and more. Contact Beth Jenkins, 512/869-1759; [Email](#). Event ID: 3863

May 10 — Corsicana, TX. Campbell Field (CRS). 5th Annual Salute to the Armed Forces. Open to both General Aviation and Military, Sponsored by the Coyote Squadron, Commemorative Air Force. Military Fly-Over's, Static Displays, PT-19 Rides, Museum. Everyone Welcome !! . Contact Col. Dave Heald, 214/284-3938; [Email](#). Event ID: 3933

May 10 — Graham, TX. Graham Municipal (E15). EAA Chapter 945 Fly-in. Join this sixth annual event, including free bar-be-que lunch for all pilots. Contact Will Nicklas, 940/549-4846. Event ID: 4049

May 17 - Addison to Ada - RFC Dallas. Join us for a flight to Ada to visit the GAMI engineers. Attend engine demonstrations and discussions. Return after lunch.

May 17 — Denton, TX. Denton (DTO). AYA South Central Grumman Fly-in. Arrive by 10 a.m. A barbecue lunch will be provided. The event starts early, with a pancake breakfast at 8 a.m. An FAA wings program follows breakfast. At 10:30 a.m., the airport will close for flight demonstrations, aerobatic performers, warbirds, and an. Contact Terence Jarog , (940) 321-2468 ; [Email](#). [Website](#). Event ID: 3718

May 17 — Greenville, TX. Majors Field (GVT). Annual Majors Field Fly-in. Annual event from 10 AM to 3 PM features sky-divers, vintage aircraft, homebuilts, static displays, fly-bys and special one day low fuel price. Free admission . Contact Dennis Mathis, 903 457-3135; [Email](#). [Website](#). Event ID: 3859

May 17 — Slaton, TX. Slaton Municipal (F 49). South Plains Airshow. Airshow put on by Texas Air Museum,Caprock Chapter. Contact Randy, 806/632-0063; [Email](#). [Website](#). Event ID: 3950

May 17 - 18 — Houston, TX. West Houston Airport (IWS). West Houston Squadron C.A.F. Open House. See WWII aircraft, military vehicles, tanks. Some modern aircraft & military equipment if available. Contact Bob Alford, 713-266-2949; [Email](#). [Website](#). Event ID: 3913

May 20 - Addison, TX. RFC Dallas Flying Club monthly meeting at the Addison Airport Fire Station. 7:30PM www.rfcdallas.com

May 26 — Midland, TX. CAF Headquarters. To Honor Those Who Served. This special event will feature a Memorial Day ceremony including a fly-over by airplanes of the CAF ghost squadron. 12:00 p.m. in the CAF Memorial Garden. 915/567-3009. Event ID: 3797